

"WANTS!" "WANTS!"
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SITUATIONS!
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EXTRA

FAR FROM SETTLEMENT.

Reading Employees Firm in Their Great Fight.

Knights of Labor in Philadelphia to Consider the Strike.

All Eyes Turned to the City of Brotherly Love to See if the Order Will Give the Struggle Its Official Sanction—Tom O'Reilly Representing General Master Workmen Powerfully—No Coal Being Mined or Moved by the Company—President Corbin Makes No Sign of a Desire to Arbitrate the Difference—An Assail.

READING, Pa., Jan. 10.—There is every indication to-day that the strike of the Reading Company's miners has no immediate prospect of settlement and that it is destined to continue until one side or the other, either labor or capital, is so exhausted as to be forced to capitulate.

The main reason for this conclusion rests upon the multiplying evidences that the striking miners have adopted as their own the cause of the striking railroads.

Arbitration with the miners it now appears must be accompanied by arbitration with the railroads.

Judging by the position taken by the railroad company, this is now a thing impossible to expect, and yet the great majority of the miners seem ready to reject any overtures from the Reading managers which will not include a settlement of the railroad strike also.

The strikers claim to have very greatly strengthened their lines and that men who have been weak or lukewarm or were not disposed to remain out have entirely changed their attitude.

They say that they can win their fight without calling on the miners of the Wyoming region, but that an order to that effect will be promptly obeyed.

The people of Eastern Pennsylvania are praying for a cessation of the strike, and everybody is anxiously awaiting some expression from President Corbin, of the Reading Railroad, who is being held up as the head of the strike.

Representatives of several local assemblies left this city this morning to participate in the conference. It has been definitely settled that the annual meeting of the Executive Board of the Knights of Labor will be held in Reading, Pa., on the 15th inst.

view to an amiable settlement. The committee was in conference with the heads of the concern at latest advice.

It is very likely that an arrangement satisfactory to both sides will be made and that the forty men now out will return to work.

The 200 hands in S. Ottenberg Brothers, who went to work yesterday under a reduction of \$1 per 1,000 have made application to strike.

The Strike Committee has established its headquarters at 350 First avenue.

To-morrow night a mass-meeting will be held by the cigar-makers in Cooper Union to protest against the reduction of wages and the return to the tenement-house system.

ALLIGATORS IN THE MINORITY.

The Boiler-Felters Have Little to Fear from Non-Union Men.

Seventy-five of the ninety-five steam boiler felters who struck yesterday for an increase of wages from \$3 to \$3.50 a day are still out. They have their headquarters at 212 Grand Street.

There are only 109 boiler-felters in this city, and 100 of them are members of the union. The most are non-union men.

Mooney & Son, of East Twenty-third street, received the beginning of the demand, but to-day they are reported as having refused to grant the increase.

The "scabs" in this trade are called "alligators" because in the business will meet this afternoon at 83 John street. They claim that the union demands \$3.50 for skilled and \$3.00 for unskilled men and say that the union system does not discriminate between good and bad workmen.

MAYOR HEWITT'S MESSAGE.

NOT THE SCORCHER EXPECTED, BUT A BUSINESS-LIKE DOCUMENT.

The City's Finances in a Sound Condition. Notwithstanding an Increase in the Debt—Great Expenditures Made for Public Improvements—A Higher Tax Rate but Better Service Promised.

Mayor Hewitt's message was communicated to the Board of Aldermen to-day. It is a very long one, much space being devoted to the financial condition of the city, and is not the scorching message which has been expected, but a business-like document.

Mayor Hewitt makes a great many suggestions. He begins with a digest of the annual report of the Finance Department. The total amount of stock and bonds of exclusive of revenue bonds, outstanding on Dec. 31, 1887, was \$129,268,719.45.

The amount outstanding on Dec. 31, 1886, was \$125,982,735.92. The increase of bonded debt this amounting to \$3,285,983.53.

Of the total amount of bonds issued during the year for public improvements, all bearing 3 per cent. interest. There were cancelled and redeemed during the year by the sinking fund from the proceeds of the bonds \$11,326,171.

In addition to the funded debt the amount of revenue bonds outstanding was \$4,354,346.70, so that the total indebtedness of the city at the close of the year was \$132,823,066.15, against \$131,601,109.37 on Dec. 31, 1886.

The net increase of public debt amounts to \$1,221,956.78. Of this the amount paid by the sinking fund the sum of \$38,004,066.15. The total bonded debt on Dec. 31, 1887, after deducting the amount in the sinking fund, is \$93,800,851.54, being an increase over the amount due at the close of the year 1886 of \$2,904,948.19.

The year 1887 is the first since 1876 which has failed to show a reduction in the city's indebtedness.

Mayor Hewitt says that the increase is very moderate in view of the large disbursements made for public improvements, and that the expenditure upon the new aqueduct, the indebtedness of the city would have been reduced by a larger sum than in any previous year in its financial history.

In referring to the credit of the city, Mayor Hewitt says:

The credit of the city stands deservedly high. During the year no bonds have been issued bearing a higher rate of interest than the city's, and almost every case of the bonds have commanded a premium—in some instances as high as six per cent. In any other case the rate of interest would be a matter of course.

AT THE SPA'S MERCY.

Escape from Death of the Tonawanda's Crew—Battered by Wind and Waves.

After drifting about at sea for ten days, threatened with shipwreck and starvation, the steamer Tonawanda was towed into port to-day by the Philadelphia tug-boat Protector.

The Tonawanda sailed from Doboy, Ga., on Dec. 28, with a cargo of yellow pine for the South Brooklyn Saw-Mill Company. She was provisioned only for the regular trip, which ordinarily takes two days and a half.

The accident which disabled her occurred about 7 o'clock on the evening of Dec. 31. The vessel at the time being off the Delaware Five Fathom Light about sixteen miles off shore.

The story of the disaster and of the subsequent hardships is told by Engineer Henry W. Clune, who was found at the South Brooklyn Saw-Mill.

"The accident," he said, "was caused by the breaking of the cross-key connecting the piston-rod with the cross-head. The result was that the cylinder head was blown out with terrific force, the noise of the explosion causing a panic on board for a while."

"The damage could not be repaired, and we were at the complete mercy of the wind and sea."

"Early next morning the mate, carpenter and a sailor volunteered to go ashore for assistance. Two of them were drowned, but we did not hear of their misfortune till we arrived in New York this morning."

"After the first day there was a strong northerly wind blowing off shore and the Tonawanda was drifting rapidly to sea. We were in a very bad way, and the crew, becoming discouraged, talked of abandoning the vessel."

"We hung out signals of distress. One of the vessel was used as was the Colon, of the Pacific Mail line. They came to us, and we made every effort to get them to come to our assistance, but the vessel passed us without heeding our signals."

"We were then about seventy miles out at sea and drifting rapidly. Our stock of provisions had become so reduced that we had nothing left but salt and water. There was not a bit of meat on board."

"The next day, when we were almost in despair, the Barkentine Lavanta was spoken. She came to our assistance and gave us a supply of provisions."

H'S AND K'S COME HIGH.

Bunnie Given a Verdict for \$45,000 Damages.

The Breach-of-Promise Suit Quickly Decided by the Jury.

Baby Bunting Not in Court to Hear the News—His Counsel Ask for a New Trial and Will Take an Appeal—An Extra Allowance of \$1,000 Granted by Judge Beach—Miss Campbell's Lawyer Thanks—Only One Jurymen Against Her.

Ten times as many people as could be crowded into the courtroom in which the breach-of-promise suit of Miss Clara Campbell against Charles Arbuckle for \$100,000 damages was tried, were denied admittance by the officers this morning when Mr. Justice Beach was to receive the verdict of the jury.

The verdict was agreed upon and sealed at 6.30 last evening, after a deliberation of an hour and a quarter.

Speculation was rife as to how much from a financial standpoint the twelve citizens in the box considered that the tender affections of "Dear Bunnie" had suffered from the fifty-five-year-old heart-breaker, Defendant Arbuckle. Guesses ranged from \$25,000 to \$75,000 as a rule.

While all this was going on Justice Beach took his seat, and at 10.30 Clerk Lyon called the roll of jurors, and there was rapid silence in the chamber, so that one might suppose that the people who fairly packed the doors were all holding their breath.

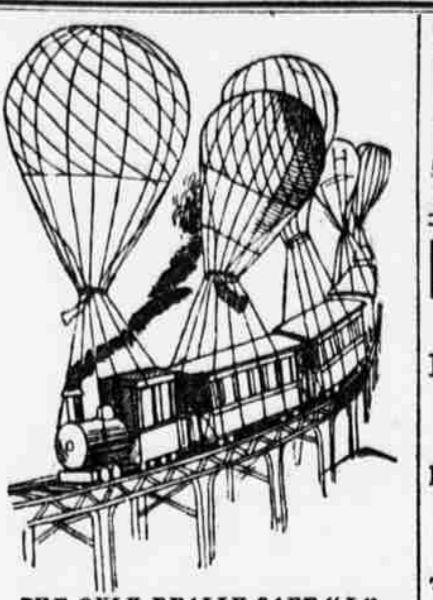
Foreman Mayer Menzie said "Yes," and the other jurors nodded.

"There was a buzz in the room and only a few heard the venerable counsel for New York, Mr. Campbell, say, fervently: 'My client and myself have reason to rejoice.'"

This was for counsel fees for Miss Campbell.

Attorney Tilney, for Mr. Arbuckle, moved for a new trial, which was denied, Justice Beach deciding in favor of the plaintiff.

This was for counsel fees for Miss Campbell.



THE ONLY REALLY SAFE "L."

DAN DRISCOLL'S FATE NEAR.

The Death-Watch Set on the Condemned Why Chief.

A sigh of relief escaped from Warden Walsh when the death-watch came to the Tomb at 8 o'clock this morning to take charge of the refractory condemned murderer, Dan Driscoll.

The party consisted of Order of Arrest Clerk Bernard F. Martin, Under Sheriff John B. Sexton and Deputy Sheriff Lawrence Delmour, Joseph Young and James Carraher.

The first act of the deputy sheriffs was to search Driscoll's cell and person and to make it absolutely certain that he had no means of either injuring his watchers or making an attempt to escape.

With this view Driscoll was marched from his old cell to what is to be the new Murderer's Row. It is in the new prison just erected on the site of the Ten-Day House and has been chosen as the future abiding place of the condemned because it is out of the way of the main traffic of the prison.

Driscoll was put in cell 8 on the first tier and was straightway informed that he must stay there.

"What in the— is that for?" he growled. "We have new clothes for you," said Under Sheriff Sexton, pointing to a brand-new check suit, just bought by the Sheriff for \$25, and to another package containing shoes, a hat, a collar, cuffs and underwear.

Driscoll is not likely to need a hat again, but the city, not to be too niggardly, paid \$2.50 for a head covering in soft felt. "I won't take these clothes off," said the Whyo chief, stubbornly. "They're good enough for me."

So his old clothes had to be torn from his back while he struggled desperately. The task of putting on the new clothes was much more difficult, but it was at last accomplished. The old clothes, partly in shreds, were taken away and four chairs were brought in.

Deputy Sheriff Larry Delmour sat on one, Canaher on another and Young on the third. They faced Driscoll, who refused to budge. The furniture of the new cell consists of the chairs, a cot, a crucifix and two religious pictures supplied by Sisters of Mercy.

EXTRA

DASHED TO DEATH.

Frightful Railroad Accident Near Haverhill, Mass.

Nine Persons Killed and Twenty or Thirty Injured.

The Portland Express, on the Boston and Maine Railroad, jumps the track near the Bradford Truss Bridge over the Merrimack River—A Later Report Says the Cars Are All in a Pile and that at Least Forty-four People Have Been Taken from the Wreck Injured—Many Bodies Mangled.

Haverhill, Mass., Jan. 10.—The 1 o'clock Portland Express, on the Boston and Maine Railroad, jumped the track near the Bradford truss bridge, which crosses the Merrimack River at Haverhill, this afternoon. Seven persons were killed and twenty or thirty badly injured.

Boston, Jan. 10.—Nothing positive from the reported accident at Haverhill has as yet been received, but telephonic advices from that city state that the 1 o'clock express from Boston on the Boston and Maine Railroad, laden with passengers, went through the Bradford Bridge near that city this afternoon, and that seven dead bodies have already been taken from the wreck.

A large number of passengers are reported injured, but definite information is as yet lacking.

At the office of the Boston and Maine road in Boston the attaches allege entire ignorance of any accident whatever.

LATER.—The train consisted of seven cars. It is now understood that it left the rails just before reaching the bridge and collided with the round-house. The cars are all piled up and smashed, and it is now given out that forty-four persons are injured.

The bridge is all right.

Later—Two more bodies have been taken from the wreck, making the number nine. It is thought the wounded will reach twenty.

A woman was taken from the wreck with a baby in her arms, both mangled beyond recognition.

MR. BALDWIN'S SUCCESSOR.

Cornelius N. Bliss Chosen President of the Fourth National Bank.

Several Hundreds of Them May Get Permission to Go Out To-morrow.